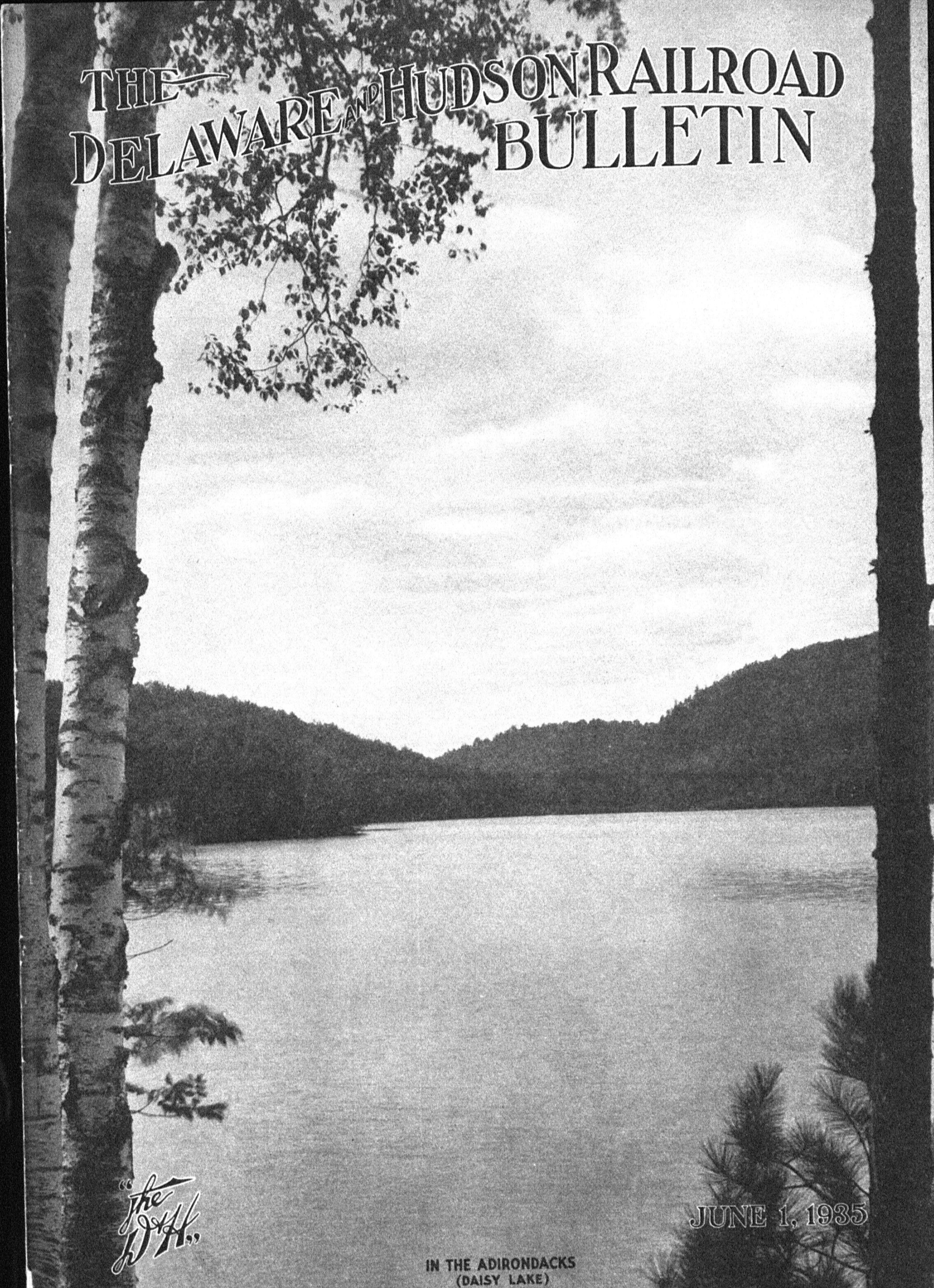
THE DELAWARE AND HUDSON RAILROAD BULLETIN

JUNE 1, 1935



"the D&H"

IN THE ADIRONDACKS
(DAISY LAKE)

Life's Ugliest Joke

BEING of a cheerful turn of mind, we have tried to leave to insurance companies the somber task of charting life's overwhelming hazards. One particular hazard, however, has increased so steadily that we can hardly be held a spoilsport for calling the attention of 1935's parents to the fact that their children, according to the latest estimates, stand one chance in three of meeting death or serious injury from that deathlike convenience, the motor car. Take a room containing three children: one of them is destined to be killed or badly hurt by a car before he has completed his normal life span. Statistically, the motor car is life's ugliest joke; its toll makes war seem like a spring outing.—THE NEW YORKER.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Only Rails Bridged Gap

As Hand Car Carried Mail and Express Across Charlotte Creek

FREDERICK C. BURDICK

ONE spring morning in 1892 the officials of the Cooperstown and Charlotte Valley Rail Road gathered on the banks of Charlotte Creek near West Davenport, N. Y., to solve the perplexing problem of operating the line after a freshet had swept away one of its principal bridges, says FREDERICK C. BURDICK, retired station agent. Mail and express shipments, including large quantities of butter from nearby dairy farms, were waiting at Davenport Center and West Davenport to move to the Delaware and Hudson at Cooperstown Junction, but all that linked the sides of the stream were the sagging 56-pound rails, held to gauge by the ties.

Finally the section foreman came forward with a daring plan: he would load the mail and express on his hand car and cross the unsupported rails. While the officials shook their heads in apprehension, he was permitted to proceed. Scores of people watched in awed silence as he cautiously pumped his hand car out over the swirling water, caught their breath when the track swayed perilously as he reached midstream, and broke into cheers as he reached the farther shore. All light shipments were handled in this manner until a temporary bridge had been completed. Just before it was ready, MR. BURDICK, then agent at West Davenport, who had crossed on the hand car several times, made a startling discovery; one of the rail joint plates was badly cracked and might snap completely at any moment. Even today he marvels at the good fortune of those who crossed on that hand car, supported only by two light iron rails, one of which was "hanging by a thread."

Judged by modern standards of railroading the Cooperstown and Charlotte Valley was in many respects unique. President Datus E. Siver, who appointed MR. BURDICK agent at West Davenport in 1892, had his offices in Cooperstown, making frequent trips over the 22-mile line.

R. W. Roundy, next in the official family, who had once been a Delaware and Hudson agent, carried all the responsibilities of a present-day superintendent, train master, train dispatcher, division agent, and general supervisor. All train orders were received by telephone from Cooperstown, although they were not issued on a prescribed printed form but were written on any scrap of paper which might be handy at the time of receipt, the agent copying them into a large book after which they were handed to the conductor only. Telegraphy was not introduced on the line until the Delaware and Hudson took it over in 1903. Only two engines ran into Davenport Center, the eastern terminus of the line, at that time: *Old Mollie*, a tiny locomotive capable of pulling only two passenger cars, and a freight engine. The company's rolling stock consisted of about half a dozen freight cars of 15 tons capacity, one passenger coach, and a combination baggage and smoking car.

Originally it had been the plan of the builders that the C. & C. V. and the Ulster and Delaware, one starting from Cooperstown and the other from Kingston, N. Y., on the Hudson River, would meet at the Otsego-Delaware county line. The Cooperstown and Charlotte Valley was built first to a 6-foot gauge, which was not changed to standard until 1876. Completion of the line was delayed by the owners of a saw mill who secured an injunction against the railroad crossing their property. The Ulster and Delaware was projected to Bloomville and, although the remainder of the line was graded immediately thereafter, the track was not laid until about 1900.

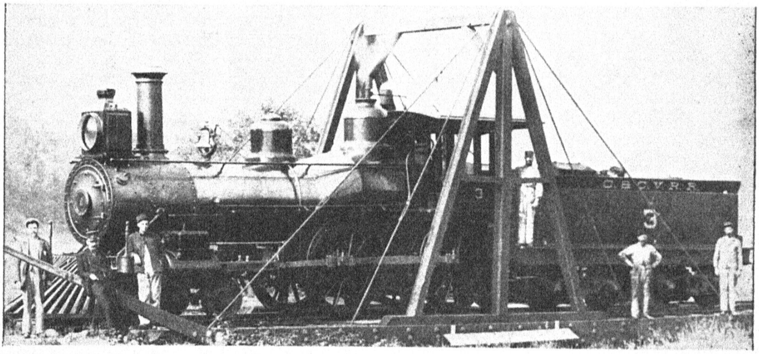
Business boomed along the Cooperstown and Charlotte Valley during the early nineties. Cooperstown's streets were then being paved with cobblestones, most of which were forwarded from West Davenport. Great dairy farms covered the entire valley, most of the milk being made into butter which was sent via the Delaware and Hudson to Albany and thence to New York. MR. BURDICK'S father operated such a farm, beginning with a $50 investment in the eighties, and the property sold for $15,000 at the time of his death about 15 years later.

The entire personnel of the Cooperstown and Charlotte Valley probably never exceeded 100 persons. Approximately ten were employed at the line's seven stations: Davenport Center, West Davenport, Cooperstown Junction, Portlandville, Milford, Phoenix Mills, and Cooperstown. At first there were only two train crews: there were four section gangs, employing 25 men at the most; and the locomotive and car maintenance work was done at Cooperstown by a handful of men. Before the introduction of train order signals the agent or operator notified train crews that orders awaited them by waving a red flag as the train approached.

The eastern end of the C. & C. V. was abandoned after the West Davenport bridge had been carried away the second time. The structure rested on two massive stone abutments, one close to each shore, and rows of piles which were spaced so closely that blocks of ice could not pass. Although threatened several times, it stood until the spring of 1899 when the rushing water ate away the bank behind one abutment which was finally swept from under the bridge, coming to rest in the middle of the stream where it now remains. That end of the line was abandoned. When the West Davenport

(Concluded on page 93)

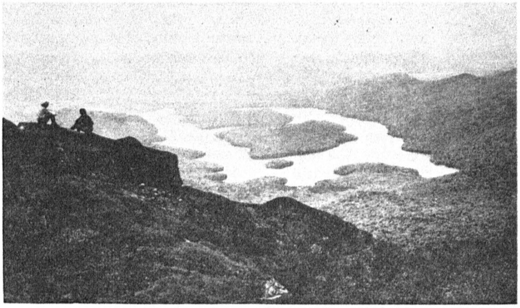
At West Davenport, N. Y., 1896



Left to right: F. C. Burdick, agent, Fred Pennington, conductor, Dayton Francisco, brakeman, Nicolas Dulin, fireman, Albert Garlow, brakeman, and Fred E. Beach, engineer (in gangway).

Adirondack Trails

By permission of The Detroit Edison *Synchroscope* we reprint the outstanding impressions of Mrs. B. K. Swartz, a contributor to that magazine, who has spent four summer vacations in our Adirondack region.



Lake Placid from Whiteface

> *"I know a vale where I would go one*
> *day,*
> *When June comes back and all the*
> *world once more*
> *Is glad with summer."*

BLISS Carman speaks the thoughts of all nature lovers as they celebrate the incoming of spring by making vacation plans. Out come well worn maps. Eyes and thoughts follow the printed ribbon that indicates the "open road." For four years we have chosen the direction East where, 600 miles away, lies the Adirondack Park. Here New York State has set aside 2,000,000 acres of lakes, streams, mountains, and forests for the pleasure of those who would run away from city noises and tensions. During all seasons this park has settings which entice the outdoor enthusiast. Not everyone chooses to "rough it." For those who do not, there are offered the swankiest of accommodations. Our personal experience has been of the more rustic type, and during the warmer months.

Water interests center in the lake region or western side of the park. A well marked chain of lakes runs through the heart of the forest in a belt 50 miles wide. This water route is unchanged from the days of Indian hunters and colonial trappers. One may travel 125 miles by canoe or guide boat. There are a few short carries between the close-lying lakes but the State maintains paths and roads. Fish and waterfowl are there for the sportsman.

East of the lake chains the land rises into mountains. The same glacier that ground off the high spots of lower Michigan carved deep gashes in the oldest mountain chain on the earth's crust, leaving the Adirondack ridges and valleys as witness to its might. Haystack, Skylight, Whiteface, and Poke O'Moonshine are some of the peaks which resisted the ice-sheet's action. There are five parallel ridges eight miles apart in this eastern belt. Most of these mountains have well-cut and clearly marked foot trails. At comfortable intervals log shelters, or lean-tos, invite the hiker. Not only is the latchkey always out to the stranger; the door itself is missing, as the shelter is three-sided. An open stone fireplace faces the entrance and balsam boughs cover the floor.

Merely for the asking, temporary camp sites may be had almost anywhere in the Park. One time our tent was pitched on Connery Pond, a mile in from the road. The equipment and food were carried by pack. A black bear shuffled off through the trees at our coming. Drinking water was dipped from the icy mountain streams that fed our private lake and bath. Each morning at four, deer came to dip. Porcupines poked their snouts into the garbage and field mice ate our chocolate bars.

Of camp discomforts, flies are outstanding. One day's bites may include punkies, deer flies, black flies and mosquitoes. Experienced campers avoid the Adirondacks during the first six or eight weeks of spring when flies thrive. The problem of rain is more easily handled. A poncho shields the hiker against dripping trees and serves as ground cover for the blanket roll. If one classifies an open wood fire a nuisance, a modern substitute, the gasoline stove, serves very well.

"The bear went over the mountain to see what he could see" describes the feeling at the beginning of many a trail. One such, Railroad Notch Trail, leaves Adirondack Lodge, and climbs gradually up a dry creek bed through second growth timber to the ridge of the range. The single interesting spot is a deserted lumber camp. But the other side of the mountain! The trail descends into a black, hushed forest of virgin evergreens that makes Hans Anderson's fairy tales come true. Pine needles and springy forest floor receive the foot with a soft welcome. Moss covered mounds outline the remains of fallen giants. Chatter seems childish on this tree vaulted mountain side, so hikers, too, become silent.

Noonmark is a favorite among Adirondack peaks. Her trail ascends under tall maples and beeches. Finally it emerges into the open, leaving the last scraggly pines clinging to barren rock. A ladder gives one foothold at a perpendicular rock face. The trail follows a narrow crack between two sheer walls. Then comes a run over severely weathered granite and the top is reached. There one finds blue mist swathing the surrounding peaks and the green world lying at one's feet. The mist shifts to reveal the jagged line of Rooster Comb, Wolfjaw and The Gothics. As a fog plume over Dix thickens into storm-clouds, the thin lunch-fire smoke atop Noonmark is snuffed out and the hiker takes the down trail to camp.

Vacation days are just around the next turn in the city trail. If you are a lover of the wilderness and your summer plans are unformed, if you are a collector of mountain peaks or one considering that hobby, allow us to introduce: The Adirondacks!

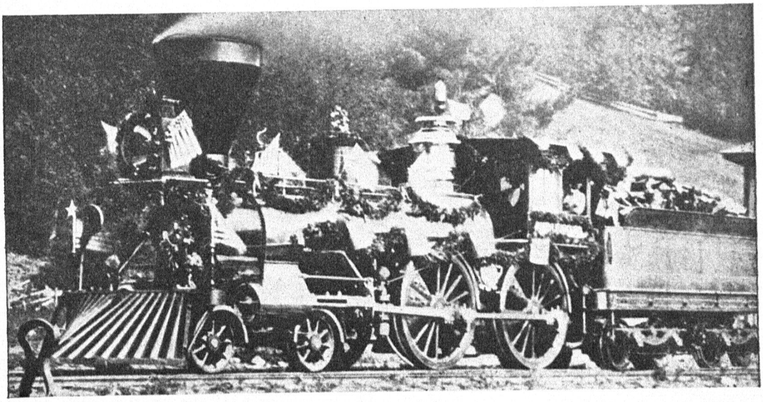
Statistical Nurse

MOTHER wanted to spend Saturday afternoon shopping, and Father—a statistician—reluctantly agreed to abandon his golf and spend the afternoon with their three small and energetic children.

When Mother returned, Father handed her this:

Dried tears—9 times.
Tied shoes—13 times.
Served water—18 times.
Toy balloons purchased—3 per child.
Average life of balloon—12 seconds.
Cautioned children not to cross street—21 times.
Children insisted on crossing street—21 times.
Number of Saturdays Father will do this again—0 times.

Opening Cooperstown & Susquehanna Valley R. R.



Locomotive No. 2 "John F. Scott" at Cooperstown, July 14, 1869 at the opening of what later became the C. & C. V., and is now the Delaware & Hudson's Cooperstown Branch. (Photographs loaned by Pensioned Engineman Fred E. Beach, Oneonta).

1934 In Review

Extracts from President Loree's Annual Report

THE policy of keeping all Delaware and Hudson equipment and facilities in first class condition, thus avoiding deferred maintenance, was brought to the attention of the stockholders at their annual meeting on April 9th, in the company's one hundred and fifth annual report, presented by PRESIDENT L. F. LOREE. Railroad operating expenses amounted to $21,240,853 in 1934, an increase of $873,566 over 1933. This increase was largely due to increased cost of materials, restoration of wage reductions, and a charge of $226,210 representing the company's contribution to the Railroad Retirement Fund for the portion of the year in which it was in effect.

Maintenance of way expenses were $3,392,619, an increase of $150,715 over 1933. Approximately 142 miles of main line rail ends were built up by the Teleweld process, prolonging the life of the rail and thus reducing ordinary maintenance, and 95 miles of track were rock ballasted.

Maintenance of equipment cost $5,595,044, a decrease of $375,566 under 1933 only because of a credit adjustment made at the request of the Interstate Commerce Commission covering equipment rebuilt in prior years. Actually $6,012,425 was spent, or 6.99 per cent more than was expended for car and motive power maintenance in 1933. As the result of the policy of currently maintaining all equipment, the Delaware and Hudson had, at the close of 1934, but 4.8 per cent of its locomotives in need of repairs, as compared with 22.0 per cent for the Class I roads of the country as a whole. Likewise, of the freight cars on the line, only 4.7 per cent were in need of repairs, as against 15.6 per cent for the other Class I roads

Traffic solicitation expense decreased slightly while transportation expenses, amounting to $8,979,787, increased only a fraction of 1 per cent. Economies were effected through the closing of seven stations and curtailment of service at four others. Certain unproductive passenger trains were also discontinued.

The gross operating revenues in 1934 were $23,196,312, an increase of 4.46 per cent over 1933. Of this, freight revenue accounted for $20,847,741. Revenue tons carried increased 8.98 per cent, ton miles 11.97 per cent, and the average haul increased 2.75 per cent. The average freight rate per ton mile, however, decreased 5.77 per cent, due to "emergency rates" and other rate reductions. Revenue from the transportation of anthracite increased $654,452, or 8.34 per cent, in direct proportion to the increased tonnage handled.

Traffic originating and terminating on The Delaware and Hudson Railroad, or local traffic, contributed 28.7 per cent of the tonnage carried; traffic originating on line for off-line destinations contributed 28.87 per cent; traffic received from other carriers for Delaware and Hudson delivery amounted to 12.91 per cent; and through traffic made up the remaining 29.48 per cent.

Passenger revenues amounted to $1,135,989, an increase of 2.04 per cent over 1933, while the number of passengers carried decreased 13.13 per cent.

The car hire balance for 1934 was $256,563 in favor of The Delaware and Hudson Railroad Corporation, compared with $158,451 in 1933. Payment for the use of freight cars owned by other roads amounted to $1,168,241, while the use of Delaware and Hudson cars cost others $1,424,804.

Due to an adjustment in the tax accruals applicable to prior years, taxes were reduced slightly for the year 1934. Actually, disregarding this adjustment, taxes increased 8.04 per cent, mainly due to higher assessments applicable to property taxes in New York State.

Net railway operating income for the year 1934 was $2,065,120, an increase of 116.92 per cent over 1933.

The program of changing the standard weight of rail in the main track from 90 to 131 pound section was continued by the replacement last year of approximately 25 miles of track. During the year 15,829 steel cross ties and 5,164 lineal feet of steel switch ties were installed in various yard tracks and sidings.

The work of eliminating grade crossings progressed during the year. Projects at Elnora, Essex, Voorheesville, Albany and Salem were completed, and operations started at Rouses Point, Esperance, Chazy and Kings.

The removal of rock at Comstock to permit realignment of the main tracks is about 94 per cent completed, the rock having been crushed and used to ballast 15 miles of track. Ore tailings purchased from the Chateaugay Ore and Iron Company, a Delaware and Hudson subsidiary, were used to ballast an additional 4 miles.

During the year 50 triple hopper gondolas of 55 ton capacity were built at the Oneonta Car Shops to replace 65 twin hopper gondolas of 42½ ton capacity. Thirty steel underframe box cars of 50 ton capacity were converted into bulk cement cars by the addition of roof hatches, slopes and discharge gates. Eighteen box cars were remodeled for handling sulphur in bulk. Improvements were made in a number of units of freight equipment by the application of Frost truck springs, steel ends, steel hopper doors, door frames and side panels, cast steel truck side frames, improved hand brakes, air brake equipment of increased capacity, brake beam supports, steel side and end stakes, and steel roofs.

One coach was converted to replace a pay car destroyed by accident. Twenty-three obsolete passenger train cars, including 13 coaches, 6 passenger and baggage cars, and 4 baggage cars, were dismantled. Sixteen units of work equipment were destroyed by accident during the year and 33 obsolete units were dismantled.

One Mallet compound freight locomotive was rebuilt in the shops at Colonie, and roller bearings were applied to the main driving boxes of three passenger locomotives. Eleven obsolete locomotives, including 7 freight, two passenger and two yard locomotives, were dismantled.

Under the group insurance plan a total of 1,325 claims were paid during 1934, amounting to $418,493. The total of the pension and incapacitated payroll payments and the contributions by the company to the group insurance plan amounted to $517,680. The employes' contributions amounted to $337,834, a total of 9,733 employes being protected under the group plan to the extent of $18,272,536, or an average of $1,878 per employe.

The cost of federal valuation work, that is, the determination for rate making purposes of the present value of the Delaware and Hudson's railroad properties, through 1934, amounted to $1,011,773, of which $875,199 has been charged to corporate operating expenses and $136,574 to the operating expenses of the United States Railroad Administration during its brief existence.

The Hudson Coal Company's production of anthracite aggregated 4,746,054 tons, or 14.88 per cent above 1933, and amounted to 8.70 per cent of the total anthracite produced. This resulted in a net income, before depletion and depreciation charges, of $377,251, against a deficit of $1,539,183 in 1933. Including depletion and depreciation charges, the company's net deficit for 1934 was $503,448 compared with $2,331,328 in 1933.

Why the Constitution?

THE American people, when they adopted the United States Constitution declared their purpose "to form a more perfect union, establish justice, insure domestic tranquillity, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity."

The whole world marveled at the vision, the faith and boldness of a people who, practically without precedent, deliberately set out to accomplish purposes so sublime. Skeptics at first there were; but they were silenced as the plan proved itself under the test of time.

Our Constitution became the most influential political document in all human history—the ideal and model for people after people as they threw off ancient tyrannies and established popular government. It was characterized by William Ewart Gladstone, famed English statesman, as "the most wonderful work ever struck off at a given time by the brain and purpose of man."

No sane man contends that the Constitution is utterly and finally perfect—if it were, there would be no point in the provisons for its amendment. But as for the purposes declared in the Constitution, the general framework of government it sets up, the limitations it prescribes to the powers of government, and the safeguards it throws around the liberties of the people,—serious criticism is seldom

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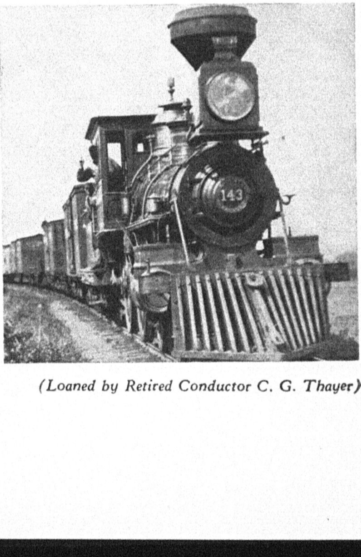
On the Old R. & S.



(Loaned by Retired Conductor C. G. Thayer)

30,000 Killed!

Racing Driver's Hints, If Heeded, May Reduce Motor Slaughter

AB Jenkins, holder of 14 international automobile records for speed, distance, and endurance has the following to say about highway accidents in a recent issue of *The Rotarian:*

The first car I ever drove was a one-lunged Reo that sometimes went 14 miles an hour—for part of an hour. My present car is a 12-cylinder, 207-horsepower Pierce-Arrow in which I recently averaged 118 miles an hour for over 24 hours, thereby breaking all existing records from 200 to 3,000 miles for speed and endurance. In between, I've piloted all kinds of cars under all sorts of conditions, on race tracks and across continents, a million and a half miles altogether—60 times around the world—*without an accident.* And when I recall that 850,000 people were injured and 30,000 killed in automobile accidents last year, my record for safe driving means more to me than all the speed cups in the world. Fast driving happens to be my hobby, but safe driving means life itself to me.

Our motor-car casualties make ugly statistics. Who's to blame? "Not us," cry the manufacturers. "We're building cars with higher safety margins every year." "Not us," say the road-makers. "The highways are getting broader and straighter all the time." By simple elimination it appears that the human driving factor—you, I, and especially the cheese-brained idiot who drives with nothing but his horn and accelerator—must accept responsibility for the ghastly misuse of the automobile in America today.

What is safe driving? It is simply *efficient* driving. And the first rule of efficient driving is ceaseless vigil and concentration on the road ahead—unremitting attention to every sign, movement and circumstance, within the range of vision. Driving is a full-time job. I don't mean that you should sit tensed at the wheel. One can be physically in repose, and still be mentally alert. Any tension you avoid will be so much energy saved for emergencies. Your grip on the steering wheel should be firm but need not be tiresomely tight. I find that (speaking clockwise) the position between 8 and 10 for the left hand and between 2 and 4 for the right is best; but for persons with shorter arms the 8:20 position is perfectly efficient. Above all, *keep both hands on the wheel.* The only two people I know who are competent to drive one-handed are Eddie Rickenbacker and Ralph De Palma—and both of them use two hands.

During the first hundred yards of driving I test my brakes by pushing down the pedal, especially on a strange car. The brakes may have frozen, they may be greasy, or need adjustment, and I want to know it before leaning against them in a pinch.

Scrutiny of the road surface is an established part of my routine. A road that offers plenty of traction when dry, may be a veritable path of danger when wet; sand, gravel, wet asphalt, and wooden blocks treated with asphalt are all treacherous. If there's a glaze of ice on the road, the wisest thing may be to drive your car into the garage and leave it there. And here's a final hint about roads: always reduce speed when passing from one type of road to another. Remember, too, that more accidents happen on broad, straight, dry highways than on crooked, slippery ones. Drivers seem to lose their alertness when the road lies straight and clear before them.

Your position on the road is most important. Your right wheel should be approximately one and one-half feet from the outer edge of the highway; this permits you ample leeway, yet prevents your slipping off the edge. Running off the road is commoner than you'd suppose: 31% of accidents are due to speeding, while 34% are caused by cars going off the road. When ascending a hill or turning a corner at night, avoid headlight glare by fixing your eye on the white marker stripe in the center of the highway. It's a better guide than the dark outside edge.

As for speed, every motorist should remember that when he doubles the speed of his car, say from 20 to 40 miles an hour, its momentum increases fourfold. That is, it will take four times longer to stop, and it will be four times harder to stop. If it hits anything, it will strike with four times the impact. At 40 miles, it will do the potential damage of a car driven off a 4-story building. Add 20 miles more, and your car is a juggernaut that strikes a blow nine times greater than if it were traveling 20, and requires nine times the space and time to bring it to a halt. Wear and tear on brakes, tires, and engine-parts go up in similar proportion, gas and oil consumption are increased—so that it may be truly said that a man traveling at 60 miles an hour is paying a heavy cash premium for the extra speed—to say nothing of the risk he is taking.

It may be perfectly safe, mechanically speaking,

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The

Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 15 June 1, 1935 **No. 6**

Vacations

MOST of us are familiar with the old saying about the man who couldn't see the woods "because the trees were in the way." It is one of the most common failings not to be able to appreciate the things, and the people, who are nearest and dearest to us. For this reason, the article "Adirondack Trails," which appears on page 85, may be useful in awakening us to the realization of the advantages of the vacation land so near at hand in what The Delaware and Hudson has popularized as "A Summer Paradise."

Perhaps the "dude ranch" type of vacation or the fashionable hotel appeals to you more than a camping or hiking trip. Either is yours for the asking; the mountain air, the glorious landscapes and the other manifold attractions of a region unspoiled by the hand of man being included in whatever type of relaxation you may choose.

This unsolicited tribute to the Adirondack region, coming from a person who travels over 600 miles each way each year to enjoy its beauties, may well suggest to many of us a possible destination for our summer's adventures.

A Thousand Times, "No!"

IN one of the outstanding motion pictures of last year, much of the action takes place in and around the big, long-distance buses. A sequence of unpleasant episodes, a few of which are recalled below, impresses the audience with the idea that travel by train is much preferable to "bussing."

At the start, the hero finds the only vacant seat piled high with bundles of newspapers which the driver refuses to place elsewhere. As the all-night trip begins, the driver's attention being taken up with handling the lumbering vehicle, the heroine is left more or less at the mercy of the "fresh" traveling man who happens to be her seat-mate. When, finally, the bus stops at a roadside stand for a brief intermission, her suitcase and money are stolen.

Capping the climax, for a moment, the bus is stopped some hours later, "forty miles from nowhere," by the washing out of a highway bridge by floods caused by the torrential rain which has been falling for some time. The travelers spend the night at a tourist camp, at their own expense. (Just as they are climbing disconsolately from the bus out into the wet, a speeding train whistles in the distance.)

Next day the trip is resumed, continuing into the night. An instrumental trio enlivens the monotony by leading the weary travelers in a medley of popular songs. The diversion is so welcome that the driver of the bus joins heartily in the choruses and applause, with the inevitable result that the bus leaves the road and plunges into the bottom of a creek. Fortunately, no one is seriously hurt, since this is a nice picture and the scenario doesn't call for the bloodshed that might so naturally have been introduced at this point. The heroine is, however, thrown to the floor and jack-knifed in between the seats, from which position she remarks that it's the most comfortable she has been since getting on the bus.

Is it any wonder that people leaving the theatre were heard to remark that they wouldn't travel by bus as long as there were any trains running?

Light of the World

WHEN you switch on an electric lamp, you're using materials that came originally from most every country in the world. In that little globe that costs 20 to 30 cents there's antimony from Mexico, thoria from Brazil, niter and silica from Chile, cobalt and nickel from New Caledonia, bismuth from Australia, tin from Malay Peninsula, manganese from India, potash from Russia, sodium carbonate from East Africa, arsenic from Greenland—and so it goes down a long similar list of items.

As has been said, the electric lamp is literally the light of the world.

✣ ✣ ✣

"Putting one truth into circulation is a good day's work."

30,000 Killed!

(*Continued from page 89*)

to hit 70 in a new car, and criminal insanity to attempt 30 in a rickety ark with four wheels and no brakes. And unfortunately, 75 per cent of the cars in operation are technically obsolete or in defective mechanical condition.

I must point out, moreover, that many abnormally slow drivers are downright incompetent, and it is their pokiness that invites the average driver to take chances and pass them. I heartily agree with Governor Pinchot of Pennsylvania when he says: "The sooner traffic officials insist that cars on crowded roads travel at a decent rate of speed, the sooner our appalling list of fatal accidents will tend to decrease." My tip to slow-poke drivers is this: "Don't burden the road with your car unless it can do 40 with ease and safety when traffic conditions require it."

Sharp curves are breeding places for accidents. Drivers going along at a 50-mile clip can't negotiate the curve and run smack into a tree, ditch or approaching car. "Going too fast for safety!" you murmur as you pass the wreck. I might startle you by saying, "Perhaps he wasn't going fast enough!" When you go round a curve, centrifugal force pulls your car outward. The ordinary driver, feeling this pull, thinks to overcome it by reducing speed. What he *should* do is increase power, and simultaneously twist his wheel into a sharper curve, making the engine drive the car in the right direction.

A blow-out is generally conceded to be one of the worst things that can happen to a car traveling at high speed. Without minimizing this danger, I believe it is overrated. When a tire, say the left front one, blows out, nothing very mysterious happens. The car is pulled violently toward the left, and in many cases the steering wheel is jerked out of the driver's hands. It is this startled surrender of the wheel that causes danger. This trouble can be avoided by the alert, strong-handed driver who refuses to let the wheel be torn from his grasp. One of my recent experiments proves this. I placed dynamite caps in all four of my tires and permitted them to be discharged electrically, one at a time, at points unknown to me. My tires were blown to ribbons at unexpected moments, but by gripping the wheel firmly I proved that it was possible to veer as little as three inches from a straight course while going at a 90-mile clip.

One thing I want to avoid is skidding, but perhaps the worst thing about skidding is the feeling of helplessness it arouses in most drivers. Actually you aren't helpless at all. To come out of a skid, throw out your clutch (unless you are in free wheeling) and maneuver the steering wheel until the wheels regain traction. In other words, *go into the skid*. Braking, of course, is ineffectual. Your main concern is to equalize traction on all four wheels, which you do by throwing out your clutch; your next move is to get all your wheels in line. As soon as you feel the skid weakening, let in the clutch, gun the motor, and resume forward progress. I have purposely thrown my car into thousands of skids, and this is the most effective way I know of coming out of them.

If you sometimes feel drowsy during a long drive, don't attribute it necessarily to the hum of the motor, or to fatigue. Remember that the carbon monoxide menace may be found in closed cars as well as closed garages. Small quantities of this odorless gas, escaping from defective exhaust gaskets, may deaden your senses. A two per cent mixture of carbon monoxide in your closed car can have grave consequences; often, five and seven per cent mixtures are found in closed-car interiors. To avoid such danger, it is wise to have your exhaust pipe checked for leaks; and even then, never drive with tightly closed windows, regardless of weather conditions.

As all experienced motorists know, an extra measure of care is in order at dusk. You have three times the hazard at twilight that you have at 8 A. M. Remember, too, that nighttime crashes have a 42% higher fatality.

I want to stress three other obvious yet frequently neglected warnings. First, don't park on the road at night, even with your lights on. It's impossible for another driver to judge whether your light is moving or stationary until he's close to it. Second, beware of high-school kids out on a lark. Drivers under 21 have 50 per cent more chance of cracking up than drivers between 25 and 35. Third, remember that the amber light is not a "go" signal in any state in the Union; it always designates an interval of preparation for starting or stopping. To attempt to beat it is the social equivalent of knocking everyone else down as you enter the dining room. Nearly 40 per cent of all fatal accidents occurred at street intersections last year; 6,500 persons were killed and 380,000 injured, chiefly because motorists showed so little common courtesy to pedestrians and each other. And the greatest number of accidents occurred while the amber light was showing.

You'd think that mature persons would know all these things, wouldn't you? Well, my experience with the Great American Driver has taught me that until licensing authorities insist on giving him a sterner examination, he will continue to be a menace to himself and everyone else.

"Even a Fool—"

MOST people do not appreciate how much their success depends on what other people think of them. No one can hide his true character. Wherever we go, we are on exhibition. We are holding ourselves up like a bulletin board for other people to read, not as we would like to be, but as we are. A thousand eyes and a thousand judgments are estimating us. We are covered all over with the earmarks of our caliber.

People can tell what kind of person you are by observing your little everyday acts. If you are selfish, if you exhibit pettiness, greed, and trickiness on a car, or a train, or at the table, an observing person can size you up from these acts; he will know to a certainty that you are not big, broad, honest, but that you are petty, small, and narrow, not worthy of confidence.

A few dollars judiciously expended in improving his appearance would result in a material advancement in the average man's position. And, as a general thing, an individual who is neat in his person is neat in his morals. But many a man plods along in mediocrity to the end of his career, never knowing why he has not succeeded.

From various sources the stroller has gathered some poignant suggestions that bear heavily on personal impressions. Use them, he says, or ab-use them:

Wear just what is expected of one in your circumstances. Whatever tends to attract attention is on the way to vulgarity.

Choose your company. Don't go with those who spend more than you can afford, or talk the way you don't like. Don't criticize—just drop out.

Don't be officious. Don't qualify in the popular art of minding other people's business. Don't regulate.

Be gentle. The stronger, the gentler. The more power you have, use it the more carefully.

Don't hold a grudge. If the man is mean, it's too great a compliment to him to waste time hating him.

Train your voice. Speak low. When you see you are losing your temper, if you drop your voice about a third you will find you will regain command of yourself. Don't mumble. Pronounce the consonants. Finish your sentences.

Don't argue. Discuss. The difference is, in argument you are trying to outdo the other fellow; in discussion you are trying to get at the truth.

Learn how to converse. One way is to be interested in what the other person is saying, instead of thinking all the time what you are going to say when he is through.

Don't talk about yourself—of your health, your family, your troubles, your success. Listen to the other fellow talk of his. That will make a hit with him.

Don't interrupt. Wait until the other person runs down. In general discussion be the last to speak. Then you can utter the veriest platitude, and your speech will sound grand.

The easiest way of getting a reputation for being deep is to keep still. "Even a fool is counted wise when he holdeth his peace," said Solomon.

Break yourself of any unpleasant mannerisms, such as twisting your mouth, working with your finger nails, twirling your thumbs, posing or squirming, or drumming with your fingers.

All these things obstruct and belie your personality. And the art of pleasing consists in perfectly expressing yourself, simply, naturally, and with ease.—*Rays of Sunshine.*

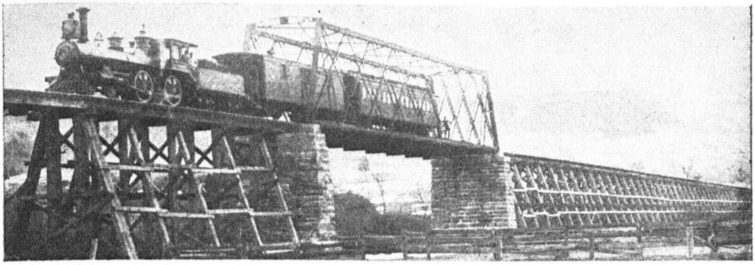
It Is Hard

To forget
To forgive
To apologize
To take advice
To admit error
To be unselfish
To save money
To be charitible
To be considerate
To avoid mistakes
To keep out of the rut
To make the best of little things
To shoulder blame
To keep your temper at all times
To begin all over again
To maintain a high standard
To keep on keeping on
To think first and act afterwards—
But it pays.

Agreed

Landlady: "I'll give you just three days in which to pay your board."

Brakeman: "All right. I'll pick the Fourth of July, Christmas and Easter."



C. & C. V. Trestle and Bridge over D. & H. main line and Schenevus Creek, 1891

Only Rails Bridged Gap

(Continued from page 84)

station was closed, February 1, 1899, MR. BURDICK was furloughed at half pay with the understanding that he would be recalled as soon as a vacancy occurred.

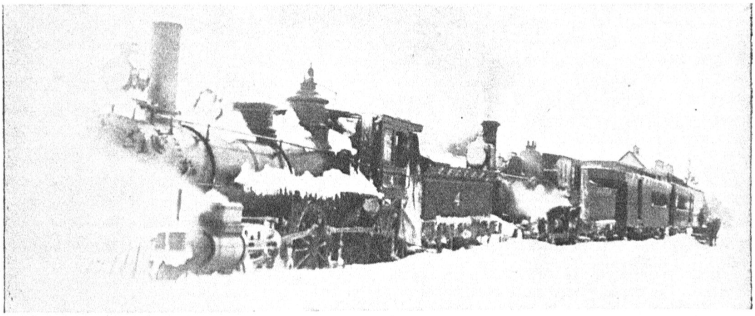
While on furlough he bought a horse and buggy in which he drove traveling salesmen on their trips through the surrounding country, charging $1 a day in addition to expenses for himself and his horse. The weather was particularly bitter in February 1899, during most of which he was driving a salesman through the Catskills. One night, while en route from South Gilboa to Stamford, a sleet and snow storm set in which so blinded them that he dropped the reins and let the horse pick its way, not knowing whether they were on the road or crossing some field. When they finally reached their hotel at Stamford they were covered with ice from head to foot.

Late that year MR. BURDICK talked with President Siver about his prospects of getting another position, stating that he would have to find some other work if a vacancy did not occur shortly. A few days later he was appointed agent at Portlandville.

In the eight years he had spent at West Davenport his books had been audited just once by Miss Thayer, Secretary of the Company. He was permitted to check out of that station and in at Portlandville himself, and his records were never again inspected until the Delaware and Hudson assumed control in 1903.

A considerable volume of traffic was handled at Portlandville at that time, about 40 carloads of lumber, dairy cattle, hops, hay and straw going forward each month. Passenger traffic was likewise brisk, monthly receipts amounting to as much as $300. There were five trains each way daily in the summer and four in the winter, and three more were added later on.

Traffic continued at a satisfactory volume until



Winter on the C. & C. V. (February 1903) the World War period, after which it gradually declined until last year when the station was finally abandoned. "In 43 years as an agent I only lost my job twice," says MR. BURDICK with a smile, "both times because I outlived my stations."

When he came to Portlandville MR. BURDICK established a coal business which he still operates, having handled nothing but Hudson Coal for over 35 years. Now that he has retired he spends most of the day in his office near the station and coal pocket, conducting what is still a profitable enterprise.

MR. BURDICK, who lives in the village of Portlandville, has two sons: CHARLES is employed by the Railway Express Agency at Oneonta, and ROSCOE works in the Delaware and Hudson's Oneonta yard office.

Whose Highways ?

IF six persons were fatally injured and fourteen badly hurt in a railroad collision, would there not be considerable rumpus raised? Yet the six who were killed in the Ohio highway collision when a bus, trying to pass a parked freight truck, ran head-on into another truck, are just as dead as if they had been killed in a railroad smash-up.

To the perils of the road have been added the perils of the big freighters. Huge bulks, carriers of heavy tonnage, they loom ahead of the driver who approaches from the rear with such enormous size that he has no way of seeing the road ahead. This particularly true when a highway freight train is parked at the side of the road. In the fatal wreck at Elyria, Ohio, the driver of the bus sought to pass the parked freighter, which was his right; but he could not see far enough ahead to decide whether the road was clear, and when he could see, he had not enough time to cut in ahead of the parked machine and resume his own lane.

The situation calls for regulation. Clearly there is responsibility somewhere for the deaths of six persons. Highway fatalities already are so high as to make the public road one of the most unsafe places in the world. Sooner or later, the whole question will have to be threshed out. If it appears imperative that freight be moved by motor vehicles, some sort of private right of way, or toll road should be provided. The public has some rights on its own highway which private interests are bound to respect.—*The Schenectady Union-Star*.

For Insomnia

The only universal rule for wooing sleep seems to be that advocated by Mark Twain: "If you can't sleep, try lying on the edge of the bed—then you may drop off."

Why the Constitution ?

(Continued from page 88)

heard except from those who would tear down our liberal form of government and substitute one of another of the authoritarian, dictatorial, regimenting schemes now existing in certain European countries. (In some of these countries, let us note in passing, democracy was said to have failed. Actually, in not a single one of them was democracy ever given a trial!)

The American Constitution contemplates that it is the proper function of government to curb wrongdoing, but at the same time to preserve the largest practicable measure of freedom for citizens engaged in activities that are legitimate and right. The fathers of this nation believed that a government founded upon any other principle must be oppressive, and that governmental oppression had been the greatest curse of humanity throughout the ages.

To "secure the blessing of liberty," the Constitution set definite limits upon the powers of those in authority; provided for a division of power between the executive, legislative and judicial, and between the federal government and the states; protected many rights of the people, such as trial by jury, freedom of speech, freedom of contract.

Today there are those who would have the federal government regulate output of many products, fix or guarantee prices, prescribe labor relations, build homes, go into various lines of business and production, and in many other ways limit the field of individual initiative.

Government activities of the kinds referred to mean—necessarily—the setting up of agencies combining legislative, executive, and judicial powers, thus tending to break down one of the fundamental safeguards of the Constitution. Many of the activities proposed must mean encroachment by the federal government upon the powers of the states and upon the freedom of the people.

Those who advocate "regimentation," for the most part mean well—think their schemes would "promote the general welfare."

History reveals, however, that those nations that have restricted the freedom of individual initiative to pursue legitimate business and occupations have been backward nations, have failed to make progress.

But the most serious consideration is that regimentation must spell the doom of liberty, which would be by far the greatest loss our nation could sustain.—*Kohler News*.

Clicks from the Rails

110 Miles per Hour

is reported to have been the top speed made by the New Haven's *Comet* on its trial run from New Haven to Boston. Resembling in general appearance previous streamlined, automotive units, the *Comet* has a band of bright blue throughout its entire length to relieve the solid mass of stainless steel or aluminum which comprised the outer surface of the earlier trains. Mechanically, it has two 400-horsepower Diesel-driven units, thus greater power than any three-car train now in service as well as the ability to come in "on one side," a faculty long possessed solely by the steam locomotive. The power plant in the "stern" also improves the riding qualities, which have not been too good in some other lightweight trains.

✣

Swiss Railroad Signals

now conform to those in England and America, the green light, which was used as a caution signal, having displaced the white light which we long since discarded as a clear indication. Although the green was adopted in Germany, except Bavaria, January 1, 1893, the influence of German signal manufacturers led to the continued use of that color as a cautionary indication on distant signals in Switzerland until the present time. Two green lights side by side changed to white when the signal was cleared.

✣

Dogs Can Tell Time,

according to A. A. Remington, Y. M. C. A. secretary at Hutchinson, Kansas, who offers as evidence the case of one which trots up to the local station platform every day just before a certain train arrives. When the train stops, he spots the dining car and barks, whereupon the waiter emerges with a bone. The dog seldom misses a train and never fails to pick out the diner before the train halts.

The Hiawatha Twins

may be new to students of poetry who thought that Minnehaha was Hiawatha's mate, but the first two streamlined locomotives built by the Schenectady Works of the American Locomotive Company for the Milwaukee are to bear the same name, according to press reports. So fully enclosed is the new engine that close inspection revealed little beyond the Atlantic type wheel arrangement, clasp brakes, the twin shoes of which grip every wheel of both locomotive and tender, 84-inch drivers, an unusually large cab of the enclosed type, and an enormous tender capable of holding 30,000 gallons of water and 4,000 gallons of fuel oil, enough for the entire 410-mile run between Chicago and the Twin Cities (which may explain the "twin Hiawatha" idea). Most noticeable of all is the bright orange, maroon and black color scheme to match that of the Milwaukee passenger equipment.

✣

Milestones are Worshipped

by the Hindoos of India, who used to steal them regularly from the Central Indian Railway's right of way for use in their temples. A Brahmin finally suggested a remedy: the authorities smeared the milestones with the sacred vermilion which the Hindoos dare not touch. Although the markers are no longer stolen, a procession of pilgrims will frequently approach a particularly large milestone, anoint it with oil, and pray to it.

✣

The Longest Ticket

ever issued to a passenger by the Canadian National Railways was recently sold to a woman who is making a lecture tour of Western Canada. As each stopping place necessitates a separate coupon, a 6½-foot strip was needed to cover the entire trip.

Japanese Rail Passengers

are provided with a convenience which would add not a little to the gaiety of travel if it were adopted in our country, says *The Evening Standard*, of London. In every station blackboards are provided on which an inscription states, "Passengers desiring to communicate with friends expected later are invited to write messages." Here are a few samples of what was written: "I waited half an hour, then took the 10:50 to Kyoto," (presumably from a man who was to meet his wife at ten o'clock). "Can't go today. Please don't be angry." "Have gone to restaurant, second floor." And, narrowly averting a delicate situation, "My husband returned. Come next week."

✣

Blue Locomotives

and maroon and white coaches were proposed by a stockholder at a recent meeting of the Southern Railway (England) as being more appropriate for the "Sunshine Road" than the sombre but serviceable green now used on all passenger rolling stock. Others subsequently suggested the revival of the bright yellow once used or the use of a scarlet and gold "rising sun" design on the tenders. The management has not committed itself beyond a statement that a brighter green for the locomotives may be considered.

✣

A 129-Pound Puppy

was recently shipped by Railway Express from Jacksonville, Ill., to Culver City, Cal. When an Express Company chauffeur called at a lumber yard for the crate in which the puppy was to be forwarded he insisted that there must be some mistake—the container was large enough for a cow. He understood later, however, when he saw the puppy; it was an eleven-months-old St. Bernard which, together with the crate, weighed 240 pounds.

Progress

NOT long ago a newspaper quoted me as saying: "There will be more scientific progress in the next fifty years than there has been in the last thousand years."

I do not like that, because it was inaccurate. What I said was "in the next twenty-five years."—Henry Ford in AMERICAN MAGAZINE.